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1630 - 2030 BOSTON 400

Summary of Community Conversations in Mission Hill

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The following is a summary of some of the main points of participants in Boston 400's community meetings in Mission Hill. These ideas do not constitute a planning document or a community consensus, but rather an overview of the many options and how these options fit into the larger community context. This summary offers points of discussion for the development of a citywide plan. These ideas will be presented to the public in the form of a tabloid publication, which will be distributed widely, and in open forums to be announced at a later date. Please direct suggestions for further development of this summary to Charlie Euchner at the Boston Redevelopment Authority by phone (617-722-4300, extension 4280), fax (617-367-6087), email (charles.euchner.bra@ci.boston.ma.us), or mail (Boston 400, Boston Redevelopment Authority, One City Hall Square, Boston, MA 02201). For more information about Boston 400, visit our web site (www.ci.boston.ma.us/boston400/boston40.htm).

Business and Activity Centers

Focus Areas	Issues and Opportunities	Possible Responses	Neighborhood and City Context
Tremont Street corridor from Brigham Circle to Roxbury Crossing	This boulevard – the neighborhood's true "Main Street" – offers a great opportunity to knit together the broken pieces of the neighborhood. Transit stations at each end, the new Ledge site development, a captive market at the Longwood Medical Area, historic structures like the Mission Church, Smith-Sheehy Playground (Mission Hill Park), several schools, a library, and a history of strong mixed-use development seem to be good ingredients for a vibrant boulevard. There are still many gaps along the boulevard, especially toward the Roxbury Crossing T station..	Working with Main Streets and other community-based efforts, to develop a master plan for the street. Focus on developing connections from end to end – between Brigham Circle/LMA to Roxbury Crossing/Southwest Corridor. Address traffic problems by improving conditions for bicycling, fostering new housing development nearby, and improving transit systems, service, and use.	A major connection to Roxbury and the Longwood institutions.
The Ledge Site	Strategically located site offers great potential to connect Longwood institutions, Brigham Circle businesses, and the neighborhood. Community planning process produced master plan for mixed-use development that includes office, retail (including supermarket), and garage parking. Site could spur startup businesses and provide economic and shopping opportunities for the community.	Boston Redevelopment Authority and developers now seek anchor supermarket tenant. Edward Ingersoll Browne trust fund in June 1998 awarded $75,000 grant to provide enhancements of the Upper Ledge seven-acre wilds area.	Potentially a major attraction for Longwood workers and gateway to the Mission Hill neighborhood.

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The Roxbury Crossing area	Transit stop presents major opportunities for economic development and wide use of Southwest Corridor park. Many users find the approach and design of the station to be disorienting and intimidating.	Improve the design of the station. Seek developers for nearby parcels owned by Transit Realty, Inc. Improve walkability – legibility and safety – to Dudley and Brigham Circle.	A major link in the Southwest Corridor and Orange line. This node is equidistant to Brigham Circle and Dudley Square.
Huntington/South Huntington area	This intersection near the Brookline border presents enormous traffic difficulties, especially when the Green line's E train must make a turn from Huntington to South Huntington. The Nos. 39 and 66 bus routes pass through this area, offering access but aggravating congestion. It is also an unsightly gateway to Boston. Poor streetscape design impedes the connection of many vibrant communities on all sides. Area is unsafe and unattractive for pedestrians and is a major "broken piece" of the Riverway bicycle network.	Develop a traffic study and intersection redesign that accommodates necessary traffic more efficiently while improving the feel of the area and encouraging small-scale business and residential activity. Reducing the number of E-line trains from four to two and increasing the frequency of service, could improve traffic flows; a larger traffic analysis is necessary as well. Major efforts to improve pedestrian spaces and connections are also important.	This intersection is a major connector of Fenway, Longwood, and Mission Hill, as well as the Town of Brookline. It is also a major connection to the Emerald Necklace.
Terrace Street corridor	This north-south road parallel to Columbus Avenue is a jumble of different uses. Maintenance is spotty all along the street. Streets, sidewalks, fencing, frontage, building conditions are often in need of attention. Traffic is also an issue; many motorists use the street as a convenient bypass of arterials such as Parker and Columbus/Tremont. Because the street feeds Heath Square, it could play an important role in revitalizing all of Heath Street.	Include this street in any redesign of Heath Square. Enforce code along the corridor. Work with Mission Hill Neighborhood Housing Services and any other interested groups to devise strategies for improving the street's appearance and function. Engage the community is the planning process for Heath Square.	Borders are important to the overall definition of a small neighborhood like Mission Hill. Street also serves as a side street enhancing access to Tremont Street, the Wentworth Institute, Longwood, and other destinations.
Veterans Administration Medical Center area	Site on Heath Street and South Huntington Avenue offers great potential for enhancing street life. VA complex is expanding; it is geographically close to the neighborhood but seems distant from the neighborhood's concerns. Medical	Develop a master plan for development of the Heath Street T station area, with kiosks for sale of food, coffee, newspapers, and other items. Enhance waiting areas for T, especially for handicapped people. Develop MBTA	Like many T stations in the area, the Heath Street station does not achieve its potential as a major node of activity. Development of T station is critical to the overall development and wellbeing of Heath Street.

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	Center employees put stress on the neighborhood by parking in residential areas and "No Parking" areas of Heath Street.	parking lot as a park. Create better edges along the hospital site.	

Spaces for Families and Children

Focus Areas	Issues and Opportunities	Possible Responses	Neighborhood and City Context
Branch library at Tremont Street, Mission Church campus, and Tobin School.	Cluster of buildings and open spaces offers opportunity to connect Tremont Street with nearby Mission Main and other residences. Buildings and open spaces are now cut off and have no relationship with each other.	Pursue ideas of "Tremont Common" proposal developed by architect Michael Kyes. Pursue landscaping, Tobin School build-out, replacement or redesign of parking areas, and other strategies to make connections between spaces. Enhance the park's potential to connect different levels of the area with a design like Copp's Hill Terrace in the North End.	This site is critical to the development of the whole Tremont corridor. With strong, well-connected spaces here, the possibilities of other development along the corridor increases. This area is the "buckle" of the whole Tremont belt.
Hennigan School on Heath Street	Schoolyards initiative offers opportunity to integrate school with community. Other connections are necessary.	Building on the already-complete design developed through the Boston Schoolyards Initiative, develop a community-based plan that makes this space safe and accessible to all. Offer several different spaces for different recreational uses rather than one open space. Create fencing that connects the space to the life of the street. Restore the Hayden Street steps to Fisher Avenue. Make better use of the school as a community center.	If well designed, the Hennigan School playground could be a critical element of a recreation loop that includes the Jefferson School Playground, the Heath Street corridor (which leads to the Southwest Corridor and two T stations), and McLaughlin Park (via Hayden Street stairs).
Reggie Lewis Track and Athletic Center	Facility offers great opportunities for Mission Hill residents.	Develop safe passages for young people who wish to use center. Assess the impact of traffic generated by the center.	The track is an important element linking Roxbury and Mission Hill, as well as an important outreach tool for Roxbury Community College.

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Parks and Open Spaces

Focus Areas	Issues and Opportunities	Possible Responses	Neighborhood and City Context
Potential Mission Hill green necklace	The area's recreation spaces are disconnected and do not reinforce each other adequately. Many paths and stairways are either blocked or provide inadequate passage. Of especial importance are the blocked stairs leading from Heath Street to Fisher Avenue (listed on maps as Hayden Street); the Judge Street path to McLaughlin Park; the stretch of Parker Street from Parker Hill and Calumet Streets to Heath Street (which is dangerous for pedestrians and bicyclists);	Restore the Hayden Street stairs; enhance the Judge Street pathways, perhaps using ISTEA enhancements funding; widen the Parker Street sidewalks overlooking the brewery buildings; develop the triangular lot on the other side of Parker Street; improve pedestrian access to Brookline gateway from both Huntington and South Huntington Avenues; remove wooden fences along South Huntington Avenue that block Riverway and park views; improve the entryways into and the pathways within McLaughlin Park; enhance the Calumet Street connection to the Ledge site, possibly with green space in the Calumet circle; insure as many entrances as possible into the Ledge site park; create stronger street, bicycle, and pedestrian connections to the Southwest Corridor park space, perhaps including a direct connection from Parker Hill Street; enhance Terrace Street's appearance to create better access to gardens and Tremont Street.	Mission Hill's parks could become a major attraction for not only the neighborhood, but also Longwood workers and residents of Jamaica Plain, Roxbury, and Fenway. Residents and visitors should be encouraged to explore all recreation opportunities. Greater legibility of the park system would also foster greater legibility in the whole neighborhood, enhancing the area's attractiveness to new home buyers and businesses.
The Ledge Site at Brigham's Circle.	The ledge overlooking the mixed-use development presents great opportunity to develop passive use park that connects neighborhood with the business and institutional life of the area.	Community planning process produced tentative plan for park, which might be enhanced as development proceeds.	Park would help reduce the isolation of Mission Hill from the rest of the city. It could be a major draw to LMA employees.
McLaughlin Park	Park is the central site for passive and active recreation with a great view of Boston. Design flaws, lack of basic amenities, inadequate maintenance, and poor connections to the neighborhood undermine the space's potential to be a	Make enhancements to the design of the tiered park and nearby urban wilds. Develop enhancements at each level, beginning with the castle at the highest level (where access and maintenance are poor) and ending with the playing fields at	The park offers some of the best views of the city and is a central meeting place for neighborhood residents of all ages.

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	community meeting ground.	lower levels. Enhance the walking path, with possible expansions of the system. Develop better sightlines and vistas throughout the park. Install historically appropriate fencing on Fisher Avenue side, renew and enlarge the apple orchard, install community information boards, tag trees with information about species and history, provide toilets or composting commode, install legal skateboarding location. Consider McLaughlin Park to be the Boston Common of Mission Hill (primarily for active uses), while the Ledge site park would be the Public Garden (primarily for passive uses).	
Urban wilds at New England Baptist Hospital (the "meadows")	Meadow, owned by New England Baptist Hospital, provide the neighborhood's most important open-space vista and serve important ecological functions. Location next to McLaughlin Park could help develop a coherent centerpiece to the neighborhood's open-space system, with movement from more passive to more active uses down the five levels of the hill.	Preserve the meadow from development. Consider acquiring meadow under the Open Space Acquisition Program of the Parks Department. Community has requested that the Meadow be placed under a conservation restriction.	In order to attract residents and help to relieve the housing pressures from Jamaica Plain and Fenway/Kenmore/Audubon Circle, it is essential to enhance the identity of Mission Hill. The meadows and McLaughlin Park are critical for binding the neighborhood together, enhancing the use of other facilities in the area.
Smith-Sheehy Playground (Mission Hill Park)	Park is strategically located on Tremont Street, near a branch library, three schools, one community center (the Tobin School), the Mission Church and its properties, and the Mission Main housing development. But the park design does not invite users. Because of the stepped landscaping, open and undifferentiated park design, and the separation of the buildings and spaces, the park overall does not attract significant usage.	Foster physical connections wherever possible between the pieces, especially between the schools and the park. Strive to enhance the visibility of the park's different levels. Develop a better viewing platform at the highest level at Tremont Street (similar to the park on Charter Street in the North End that overlooks the waterfront). Reduce or eliminate automobile traffic and parking that creates barriers between spaces.	If the Ledge site and Tremont Street are the critical elements in binding together the neighborhood – and creating a magnet for outsiders – then this park offers a vital opportunity for reducing the sense of huge gaps along the street ("missing teeth").
Jefferson Playground	Passage to park by Hennigan School is obscured. Needs new pathway to enhance	Develop a dramatic and clear entryway from Heath Street to the park, making it	Improvements to Heath Street are critical to nearby neighborhoods such as Jamaica

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	legibility and safety.	more legible for neighbors and visitors alike. Make sure that the entryway is also visible from the Hayden Street stairs.	Plain and Roxbury, economic development along the Southwest Corridor, and the strength of Orange and Green line stations at Jackson Square and Heath Street station.
Southwest Corridor green space	Corridor park managed by Metropolitan District Commission. Enhancements of park and transit stations and development of parcels owned by MBTA's Transit Realty, Inc. could foster economic activity beneficial to Mission Hill and other communities. The Corridor provides a well-traveled bike path from Forest Hills Station to Copley Square.	Develop ongoing planning and advisory committee to address development and maintenance issues in conjunction with citywide transit planning and community development concerns. Develop more connections from the Corridor to the rest of Mission Hill.	Corridor offers vital connection for several communities and opportunities for enhancement of all aspects of urban life: community and economic development, transit, and parks and open spaces. Mission Hill, Jamaica Plain, Roxbury, and South End most directly affected.
Hennigan School playground	Space has not been "user friendly" space for children and families, especially after school hours. Designated for the City's schoolyard initiatives program.	Playground needs enhanced entryways, better differentiation of play spaces within the area, and more inviting fencing. Relationship of playground with school building is poor. Parking on street side of building creates a distance between street life and park space.	Because the Hennigan School is also a community center, it is an important resource for three neighborhoods – Mission Hill, Jamaica Plain, and Fenway/Kenmore/Audubon Circle. The more recreation options for people of all ages, the better. Also, this area is vital to creating a neighborhood-based plan for Heath Street, with a strong connection via the Hayden Street steps.

Transportation

Focus Areas	Issues and Opportunities	Possible Responses	Neighborhood and City Context
The five corners of Mission Hill	Institutional presence at the neighborhood's corners – Longwood, Wentworth Institute, Bromley-Heath, Veteran's Administration Medical Center, and Boston Police Headquarters and P-3 parcel – poses development and other pressures.	Develop comprehensive transportation plan based on institutional master plans and commitments for alleviating traffic and real-estate pressures on the neighborhood. Community should be involved in development of the master plan so that neighborhood character is protected at the same time regional transportation needs are addressed.	Four corners represent points of contact with nearby neighborhoods as well as conduits for traffic.

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Urban ring	Boston's radial transit system does not adequately serve economic and residential clusters located outside the city's old Shawmut Peninsula. To link people to economic and social opportunities, the City needs a circumferential transit system. The Urban Ring Compact, convened by the Massachusetts Bay Transportation Authority, is completing a study of several different possibilities for such an "urban ring." This project is especially important for Mission Hill and Fenway because of the traffic generated by the Longwood Medical Area.	Seven circumferential systems are now under consideration to link east Boston, Chelsea, Cambridge, Somerville, Boston, Brookline. The seven possibilities – which include both single-mode and multiple-mode forms of transportation – offer opportunities to "mix and match" different elements of each alternatives. The alternatives will be assessed according to several criteria, including design, environmental impact, ridership potential, time that would be required for trips, and connections to cars and other modes of transportation.	The Urban Ring represents the most important transportation planning process now under way. Its implementation could foster economic development, reduce traffic congestion, and improve the accessibility and desirability of several residential areas.
Columbus-to-Tremont Corridor and Lower Roxbury area	Traffic congestion, pedestrian safety undermine efforts to foster economic and residential activity. Node is critical for the development of both Roxbury and Mission Hill.	Specific strategies to increase safety at intersections, improve pedestrian and cyclist safety, improve signage, and manage parking.	Both streets are major carriers for automobile traffic. Both streets also define the edges of two neighborhoods: Mission Hill and Roxbury.
Ruggles Street widening	Street offers an opportunity to accommodate east-west automobile traffic so that traffic pressure can be reduced on Tremont and Heath Streets. Community has expressed concerns about project because of concerns about traffic and the way that the project could undermine efforts to make the Ruggles T stop more of a transit hub.	Work with the Boston Transportation Department to assure that the traffic capacity of Ruggles Street accommodates community concerns as well as the larger capacity needs of the City.	Handle traffic demand for major employment centers, while at the same time offering opportunity for community-scale development on interior neighborhood streets.
Ward-Prentiss corridor	Boston Transportation Department is studying the possibility of making a connection between these two streets that enables it to become a major thoroughfare for Longwood traffic.	Project could reduce traffic pressures on other streets, such as Tremont Street, making it possible to rehabilitate those streets as boulevards.	Handle traffic demand for major employment centers, while at the same time offering opportunity for community-scale development on interior neighborhood streets.
Restoration of service on the E trunk of the Green line	E line service to the Arborway has been suspended for years. The community has expressed strong support for restoration, but many businesses and other groups	Develop a community consensus on transportation service along the Huntington/South Huntington/Centre corridor. Assure that trolley service is as	Restoration of the trolley service could offer greater transit choice, reduce transfers, and better connect Mission Hill with Jamaica Plain and other

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	have expressed skepticism.	rapid and efficient as possible by developing new signaling devices, calming traffic, and mitigating congested intersections.	communities. Mission Hill residents also seek E line restoration as a way to maintain service from Brigham's Circle to Heath Street.
Mission Hill transit loop	No. 46 bus that runs from Heath Street T stop to Jackson Square to Dudley Square does not operate frequently enough and does not create a real loop that ties together the pieces of the neighborhood.	Study possible changes in loop's route and use of smaller vehicles (e.g., vans, jitneys) to provide more frequent transportation. Bus or van could run from Heath Street T stop to Jackson Square to Roxbury Crossing and/or Ruggles to Brigham Circle and then back to Heath Street. Consider partnership with MASCO institutions for public loop service.	Transit connections within and between communities – and with major institutions – is critical to vibrancy of Mission Hill.
Brigham Circle	Automobile congestion in area undermines both business and residential quality of life. Development of Ledge Site will pose new challenges, such as traffic, pedestrian safety, signage.	Commission a transportation study to address Longwood, Ledge site, Tremont Street, and other traffic issues, and to consider ways to strengthen the mass transit component of transportation in the area. Study should involve major institutions as well as residents and businesses in the area.	Brigham Circle is a major portal to Mission Hill community and the Longwood Medical Area.
Intersection of Huntington and South Huntington Avenues	Intersection presents difficult traffic problems that undermine the commercial and residential quality of life.	This area needs to be part of a major traffic study for Mission Hill. Immediate priorities are improved signage, better road design and lighting, and landscaping. Consider possibility of trolleys operating with two instead of four cars to avoid unnecessary congestion that results from awkward turns. Offer incentives for gas stations and parking lot owners to enhance their edges with berms and other landscaping (a la Claremont, California, - gas stations).	A critical connector between Fenway, Mission Hill, and Brookline.
Huntington Avenue between Fenwood Road and the Riverway.	This stretch is critical to creating a seamless Huntington Avenue. Empty storefronts, graffiti, poor design and maintenance of buildings undermines one	Step up enforcement of building code. Invest in visual improvements along this stretch. Address traffic issues as part of a broader traffic study. Engage institutional	Any "broken" segment of Huntington Avenue undermines larger efforts such as the Avenue of the Arts initiative.

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	of the potentially great areas of the neighborhood.	owners of underutilized properties to develop plans for housing, studios, or mixed-use alternatives.	
Huntington Avenue designation as Avenue of the Arts	Arts designation will enhance the profile of the boulevard to the city. Road design issues remain; community has expressed concern about capacity and speed of travel along road.	Designation should extend to both ends of Huntington Avenue – Copley Square on the north and Riverway on the south. The term "arts" should signify industrial and medical arts as well as fine arts and music. On-street parking should be used to calm traffic as well as support local businesses. Modern signalization systems and street design could improve speed of Green line trolleys. Signage is critical to boulevard's identity. Explore the possibility of adding bike lanes to the street design.	Extending the Avenue of the Arts designation would foster greater continuity, provide impetus for arts development, and extend benefits of visibility to Mission Hill.
Route 9 passageway into Brookline	Entryway to Boston pales in comparison to entryway to Brookline. Trees, landscaping, legibility are all superior when entering Brookline. Boston and Mission Hill are presented in a poor light.	Develop a comprehensive gateway initiative for all major destinations in the City, especially entrances from other towns and cities. Devise longterm strategies for planting trees, improving signage, enhancing sightlines, and developing better landscaping.	Image of the whole City depends on the way people see it for the first time. A more pleasant entryway could not only showcase Boston better but also subtly improve function of roads.
Parker Street	Parker Street is a critical north-south connector and an important mixed-use area. Plans to widen street between McGreevey and Tremont Streets will affect traffic running through the neighborhood. Intersection of Parker Street and Fisher Avenue poses traffic and safety issues. Depending on the design, this project could move heavy traffic flows out of the middle of the neighborhood.	Engage the community in a public process to discuss how planned improvements and other initiatives will affect traffic patterns throughout neighborhood. Identify opportunities for fuller residential development of street.	This area is a critical corner of the neighborhood for traffic.
Jackson Square T stop	Station offers rapid transit into downtown and out to Forest Hills. The appearance and feel of the station, its approaches, and the surrounding area can be disconcerting	Station and area redesign would contribute to higher ridership and development of area. Better connections from Heath Street and Parker Street are essential for this area	Important connection to Roxbury and Jamaica Plain. Critical element of planning efforts by Urban Edge Community Development Corporation.

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	to potential transit users; It needs better connections to Heath Street.	to serve as a dynamic transportation node. A second entrance from the platform at the Roxbury Brewery building could also enhance connections and the sense of destination.	Also important connector to Roxbury Community College, Reggie Lewis Center, Southwest Corridor, and Bromley-Heath housing development.
Heath Street T station	Station offers reliable service to downtown on the Green line's E trunk. Station area is barren, does not take advantage of proximity to VA Hospital. Kiosk is rarely attended. Makeshift handicap ramp is cut off from station and does not provide reliable connected for disabled people (phone call is required to route trains to ramp).	Station redesign could include addition of amenities like benches, food kiosks. VA parking lot and uninviting VA Hospital edges undermine the potential for station to work as a major node; collaborative project could involve VA Hospital and MBTA.	Important connection to Jamaica Plain, as well as major medical institutions. On the other end of Heath Street lies the Southwest Corridor. Planning for station should involve Heath Street Neighbors and other stakeholders.
Ruggles T station area	Tremont Street/Melnea Cass Boulevard connector offers opportunity to link planning for Mission Hill and Roxbury. Station is also part of the commuter line, which could be used to reduce automobile traffic in the area if supplemented by aggressive van service from institutions	Work with Roxbury 400 planning process to explore how Melnea Cass Boulevard development will affect Mission Hill's transportation patterns. Provide better signage and other elements of legibility, as well as "park and ride" or dropoff areas for people using Commuter line.	Coordination is essential to develop consistent approaches to development and transportation.
General Heath Square	Square is at convergence of Heath Street, New Heath Street, and Parker Street; it is close to Columbus Avenue, Bromley-Heath housing development, McLaughlin Park, and Jackson Square T station. The square is poorly designed and landscaped, offering no real sense of destination or orientation. It is dangerous to pedestrians and poorly lit.	Work with Public Works Department on redesign of square. Focus on access to nearby destinations, residential character of area, potential for limited mixed-use development. Develop a longterm strategy for development of open parcels. Place highest priority on pedestrian access and safety to take advantage of T station and other destinations.	The Square is a major connector to the rest of the City via Columbus Avenue and the Jackson Square T station. It is also a major element in defining the neighborhood because of its position on Heath Street, which has two major T stations and much developable property.
Terrace Street	Street extends from Heath Street to Tremont Street alongside railroad tracks and Columbus Avenue. Poor street design and maintenance, incompatible mix of uses, lack of clear destinations, vacant or dilapidated structures undermine street's appearance and functions.	Develop basic standards for street development. Focus on connections to Heath Square and Tremont Street.	The overflow of uses and traffic affects the character of both Heath and Tremont Streets. It also shapes neighborhood and cross-neighborhood traffic patterns. The street could serve as Mission Hill's "back office" center, with a range of uses considered inappropriate for other streets.

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Pedestrian passages throughout the neighborhood	A neighborhood of hills requires more creative approaches to making connections between spaces, drawing people into exciting vistas and activities.	Rebuild the Hayden Street steps. Add new steps to Oswald Street. Add stairs to the Boston side of the Longwood Bridge at Olmsted Park.	One of the neighborhood's greatest assets – its topography and views – can be a liability without adequate pedestrian connections and maintenance of those connections.
Bicycle network	As one of the City's central neighborhoods, Mission Hill not only needs to control traffic but also offer alternative ways for people to discover the area.	Work with the Mayor's Advisory Committee on Bicycle Policy to identify better connections to a citywide bicycle network and to install bike racks and other facilities at strategic places. Heath and Tremont Streets offer opportunities to provide linkages to Southwest Corridor bike path.	Boston needs to emphasize multimodal transportation and offer creative ways for Bostonians to explore all of the City's neighborhoods.
Transit signaling infrastructure	Speed and convenience of buses and trolleys are inadequate along Huntington and South Huntington Avenues and around the Ruggles Station entrances and exits because of traffic congestion and frequent stops. For transit to offer a convenient alternative, public transportation vehicles need to move through streets quickly.	Install preemptive traffic signaling systems to trigger green lights for transit vehicles.	More reliable transit service would create better connections between Mission Hill and the rest of the City.

Housing and Other Buildings

Focus Areas	Issues and Opportunities	Possible Responses	Neighborhood and City Context
Heath Street on the Back of the Hill.	Once a thriving residential boulevard, Heath Street now suffers from vacant lots and buildings, uneven transit connections, unattractive industrial uses, and the overwhelming presence of the VA Hospital.	Develop plans to restore the cheek-by-jowl residential presence on Heath Street, along with limited commercial space. Develop plans to better integrate the VA Hospital and other large structures into the life of the street. Redesign the T turn-around area. Such an approach would require shifting traffic to other corridors, e.g., Ruggles Street and the Ward-Prentiss connector, so that traffic does not overwhelm revitalization efforts on Heath	Heath Street is an important "seam" connecting Mission Hill and Jamaica Plain. It now serves as a major cut-through for traffic going to the LMA, downtown, and other destinations in the city.

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		Street.	
Artists' studios	Mission Hill is located near a number of arts institutions like Massachusetts College of Arts, the Museum of Fine Arts, and other institutions along Huntington Avenue. The neighborhood could profit by making connections between those institutions and the heart of its neighborhood.	Engage Mission Hill and the nearby arts community in identifying sites for possible construction of residential artist studios. Two possible sites exist near the Huntington/South Huntington intersection and on Heath Street.	Extending the reach of Boston's central arts district offers great potential for neighborhood revitalization.
Mission Main redevelopment	Federal government in April 1998 restored $90 million grant for redevelopment of housing development. Mission Main's design and character are critical to plans for lower Tremont Street area (near Tobin School, Mission Church, Mission Park). Mission Main is affected by plans for Ruggles Street and the Ward/Prentiss connection.	Continue plans for redevelopment of complex as a mixed-use development.	Design and maintenance of housing is critical to the overall design and feel of the neighborhood.
Bromley Heath housing development	Development lies at a critical corner of the neighborhood, at the path to the Jackson Square T stop and near General Heath Square. Improvements of public space could improve the lives of residents and visitors to the neighborhood.	Work with residents to develop a plan to improve the common spaces of the development, as well as the edges of the development and nearby pathways. Residents have already begun planning process for this effort.	Bromley-Heath is a critical gateway to the neighborhood, a major rapid transit station, and the nearby communities of Roxbury and Jamaica Plain.
The old brewery buildings	Along with Jamaica Plain, Mission Hill is the home of the city's great history of breweries. Vacant buildings offer great potential for "back office" uses, social service providers, or residential development.	Consider which of the 11 buildings in the Roxbury/Mission Hill/Jamaica Plain area can be rehabilitated, and develop an action plan with landmark and historic preservation tools. Continue rehabilitation of Vienna Brewery complex on Halleck Street, with possible development of a multi-purpose building for offices, arts, and local businesses. Rehabilitating these structures is expensive and may require concerted efforts to assemble public-private partnerships.	The old breweries offer an important connection to other neighborhoods near the Southwest Corridor. They also have some historic value which should be preserved when possible.
Historic buildings	Mission Hill's stock of historic buildings	Follow up on research conducted by	One of the major goals for longterm

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	has been seriously depleted by housing, highway, and other development efforts. To develop its natural position as a "hinge" neighborhood, Mission Hill needs to take advantage of the many remaining historic resources, linking them with similar resources in other neighborhoods when appropriate.	Historic Boston, Inc. Focus on buildings in "endangered but pivotal" areas. Major endangered properties identified by the organization include the Smith Street properties behind the Mission Church, the Sisters Convent, the Mission Church Grammar School, the Gloucester Memorial Presbyterian Church, the Houghton/Vienna brewery complex, and the former Roxbury Brewery Company building (now the subject of community discussions because of its proposaed redevelopment as a headquarters for Family Services of Greater Boston).	planning in Boston is fostering rehabilitation of and connections between historic buildings and sites.